

Maryland Historical Trust

Maryland Inventory of Historic Properties number: HA 1367

Name: MD 136 31802 James Penn / #12034

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended <u> X </u>	Eligibility Not Recommended <u> </u>
Criteria: <u> A </u> <u> B </u> <u> C </u> <u> D </u> Considerations: <u> A </u> <u> B </u> <u> C </u> <u> D </u> <u> E </u> <u> F </u> <u> G </u> <u>None</u>	
Comments: <u>SAN WILL REPLACE IN 2001-2002</u>	
Reviewer, OPS: <u>Anne E. Bruder</u>	Date: <u> 3 </u> April 2001 <u> </u>
Reviewer, NR Program: <u>Peter E. Kurtze</u>	Date: <u> 3 </u> April 2001 <u> </u>

MARYLAND INVENTORY OF HISTORIC PROPERTIES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION
MARYLAND HISTORICAL TRUST

MHT NO. HA-1867

NAME AND SHA NO.: 12034

LOCATION

Road Name and Number: MD 136 over James Run

City/Town: Creswell X vicinity

County: Harford

Ownership: X State County Municipal Other

Bridge projects over: Road Railway X Water Land

Is bridge located within designated district?: yes X no
 NR listed district NR determined eligible district
 locally designated other
Name of District

BRIDGE TYPE

- Timber Bridge
 Beam Bridge Truss-Covered Trestle Timber-and-Concrete
- Stone Arch Bridge
- Metal Truss Bridge
- Moveable Bridge
 Swing Bascule Single Leaf Bascule Multiple Leaf
 Vertical Lift Retractable Pontoon
- Metal Girder
 Rolled Girder Rolled Girder Concrete Encased
 Plate Girder Plate Girder Concrete Encased
- Metal Suspension
- Metal Arch
- Metal Cantilever
- X Concrete
 Concrete Arch Concrete Slab X Concrete Beam Rigid Frame
 Other Type Name

DESCRIPTION

Describe the Setting:

Bridge 12034 carries MD 136 over James Run in the Creswell area of Harford County which lies within the Piedmont physiographic province of central Maryland. MD 136 travels in a north-south direction at this location; James Run flows west-east. The creek is situated in a wooded rural area; several residential structures are located south of the structure.

Describe the Superstructure and Substructure: (Discuss points identified in Context Addendum, Section C)

Bridge 12034 is a single-span concrete tee-beam structure with a total bridge length of 29'. The span measures 28' and supports a concrete deck topped by an 26'-5" wide asphalt roadway. The bridge exhibits a slight skew as it spans James Run. The estimated date of construction is 1931, since this bridge is similar to the 1930 MSHA standard. Both of the open balustrade concrete parapets are divided into three sections with ten openings in each section. Steel W-beam guardrails are attached to the paneled endposts of the parapets. The substructure consists of striated concrete abutments and flared wing walls.

Recent photographs dated January 1995 depict severe cracking and settling at the northwest corner of the bridge. These photographs also depict severe disintegration and spalling of the concrete parapets and the eastern headwall.

A survey of historic concrete beam bridges undertaken by the Maryland State Highway Administration in the Fall of 1995 identified 113 bridges of that type located throughout the state. Slightly more than two-thirds (76) of that total were single-span bridges.

Discuss major alterations:

Available documentary evidence suggests that the bridge has not undergone any major alterations since its construction.

HISTORY

When Built: c. 1930

Why Built: Statewide road improvement programs and local transportation needs

Who Built: State Roads Commission of Maryland

Who Designed: Unknown

Why Altered: Unknown

**MARYLAND INVENTORY OF HISTORIC PROPERTIES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION
MARYLAND HISTORICAL TRUST**

MHT NO. HA-1867

Was this bridge built as part of an organized bridge building campaign?: No

This bridge was built during the Good Roads Movement era but was not one of the primary corridors slated for improvement.

SURVEYOR ANALYSIS

This bridge may have NR significance for association with:

☐ A (Events) ☐ B (Person) ☐ C (Engineering/Architectural Character)

Was this bridge constructed in response to significant events in Maryland or local history?

The improvement of Harford County roads most likely resulted from several events that occurred during the first three decades of the twentieth century. The original Good Roads movement was aimed toward improving the primary routes through the state as well as connecting roads between counties. A later impact of this crusade included the widening, straightening, and grading of secondary roads, and construction of new bridges to carry these rebuilt roads. Further, the rapid increase of automobile, truck, and bus traffic prompted the replacement of the existing narrow and weak bridges with new, wider, and stronger concrete structures. As time, labor, and money-saving plans created by the State Roads Commission (SRC), the establishment of district engineering offices during the 1910s and the development of standardized bridge designs also aided in the construction of modern bridges throughout the state. During the 1920s, emphasis of the SRC was on improving safety and comfort of main routes while building up the secondary roads and the farm-to-market network of feeder roads. By the 1930s, bridges believed to be adequate when initial road reconstruction was undertaken became unacceptable for modern traffic and many new structures were constructed.

When the bridge was built, and/or given a major alteration, did it have a significant impact on the growth and development of the area?

No, the construction of this bridge did not play an active role in the growth or development of this portion of Harford County.

Is the bridge located in an area which may be eligible for historic designation, and would the bridge add or detract from the historic and visual character of the possible district?

No, this bridge is not located within an area which is eligible for historic district designation.

**MARYLAND INVENTORY OF HISTORIC PROPERTIES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION
MARYLAND HISTORICAL TRUST**

MHT NO. HA-1867

Is the bridge a significant example of its type?

No, due to its poor condition, this bridge does not stand as a significant example of its type.

Does the bridge retain integrity of the important elements described in the Context Addendum?

No, this bridge does not retain integrity of its character defining elements. Recent reports indicate that the structure exhibits severe signs of age and wear, including cracking, spalling, and disintegration of the parapets, headwalls, abutments, and wing walls.

Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer, and why?

No, this bridge is not a significant example of the work of the manufacturer, designer, and/or engineer. This bridge was most likely built to standard state specifications, which corresponded to the structure's span length and year.

Should this bridge be given further study before significance analysis is made, and why?

No, this bridge should not receive further study.

BIBLIOGRAPHY

- Crosby, Walter Wilson
1906 *First Report on State Highway Construction (May 1905-January 1906)*. The Johns Hopkins Press, Baltimore.
- 1908 *Second Report on State Highway Construction (January 1906-January 1908)*. The Johns Hopkins Press, Baltimore.
- Johnson, A.N.
1903 *Third Report on the Highways of Maryland (1902-1903)*. The Johns Hopkins Press, Baltimore.
- LeViness, Charles T.
1958 *A History of Road Building in Maryland*. State Roads Commission of Maryland, Baltimore.

**MARYLAND INVENTORY OF HISTORIC PROPERTIES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION
MARYLAND HISTORICAL TRUST**

MHT NO. HA-1867

Maryland State Highway Administration

1987-93 Bridge inspection reports. Located in the files of the Office of Bridge Development, Maryland State Highway Administration, Baltimore.

P.A.C. Spero and Company and Louis Berger and Associates, Inc.

1994 *Historic Bridges in Maryland: Historic Context Report*. Prepared for Maryland State Highway Administration, Maryland State Department of Transportation, Baltimore.

State Roads Commission of Maryland

1930 *Reports of the State Roads Commission of Maryland for the Years 1927, 1928, 1929, and 1930*. State of Maryland, State Roads Commission, Baltimore.

1959-80 Bridge inspection reports. Located in the files of the Office of Bridge Development, Maryland State Highway Administration, Baltimore.

SURVEYOR INFORMATION

Name: Margaret A. Bishop and Michelle M. Lupien

Date: 13 May 1996

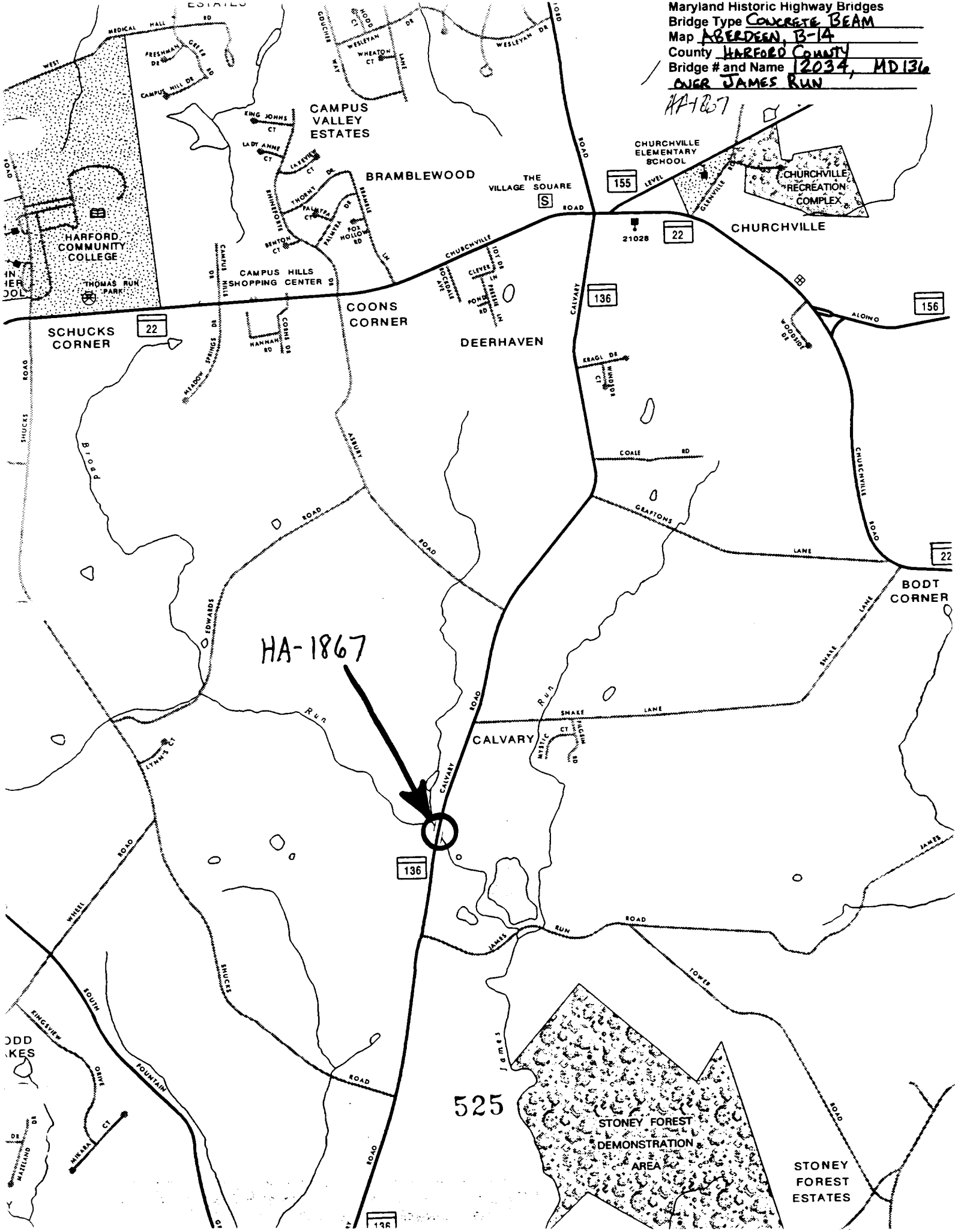
Organization: KCI Technologies, Inc.

Telephone: (717) 691-1340

Address: 5001 Louise Dr., Suite 201
Mechanicsburg, PA 17055

Maryland Historic Highway Bridges
Bridge Type Concrete Beam
Map ABERDEEN, B-14
County HARFORD COUNTY
Bridge # and Name 12034, MD136
OVER JAMES RUN

HA-1867





LP 1867

HARFORD COUNTY MD

JOHN TARQUINIO

24 JAN 1995

~~MARYLAND SHPD~~ SHA

STATE HIGHWAY BRIDGE 12034 OVER

VIEW LOOKING NORTH

JAMES RUN

ON MD ROUTE 136

1/4



FIP-1367

HARFORD COUNTY, MD

JOHN TARQUINIO

24 JAN 1995

~~MARYLAND SHPO~~ SHA

STATE HIGHWAY BRIDGE 12034 OVER

VIEW LOOKING SOUTH JAMES RUN

ON MD ROUTE 136

2/4



HP 1867

HARFORD COUNTY, MD

JOHN TARQUINIO

24 JAN 1995

~~MARY LANNI SHPO~~ S/HA

STATE HIGHWAY BRIDGE 12034 OVER JAMES
VIEW LOOKING EAST RUN

3/4



HP-1867

HARFORD COUNTY, MD.

JOHN TARQUINIO

24 JAN 1975

~~MARYLAND SHPO~~ SHA

STATE HIGHWAY BRIDGE 12034 OVER

VIEW LOOKING WEST JAMES RUN

4/4